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THE 'CHINA MAIL.'

THE POPULAR AND LEADING PAPER.

The China Mail

ESTABLISHED 1845.

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OF EVERY DESCRIPTION
PROMPTLY, NEATLY, &
CHEAPLY EXECUTED
AT THE
China Mail Office,
5 WYNDHAM STREET.

No. 11,635.

號六月六日一千九百零六年

HONGKONG, TUESDAY, JUNE 26, 1900.

日十三年五月廿日

PRICE, \$2.50 Per Month.

Business Notices.

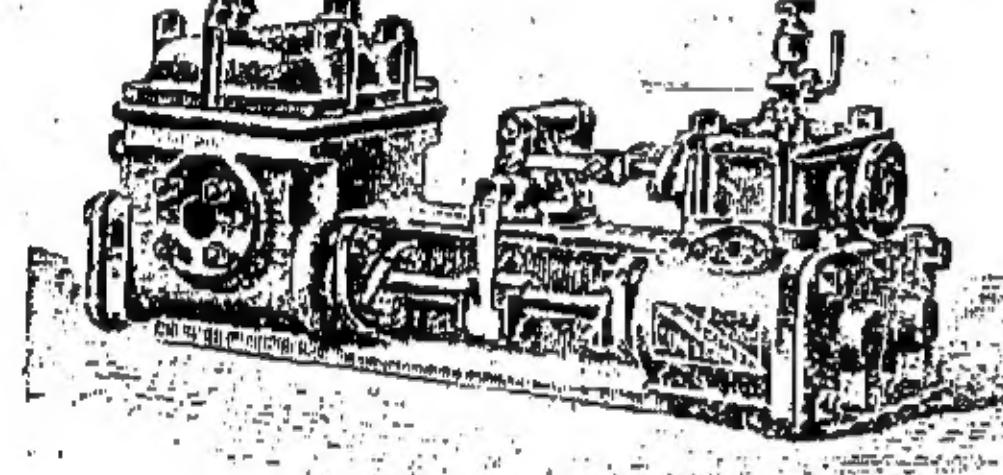
W. S. BAILEY & CO.
17, PRAYA CENTRAL.

Engineers and General Merchants

SOLE AGENTS FOR CARTERS DISINTEGRATORS FOR

GRINDING BARK, BEAN CAKE, SANDALWOOD, CORN
Etc., Etc., Etc.

AMERICAN DRILLING MACHINES FOR HAND OR POWER
DUPLEX AND DIRECT ACTING PUMPS FOR EVERY SERVICE
SHIPS TELEGRAPH, SPECIAL SIZES FOR



THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL ORAIGIEBURN

CENTRALLY Situated at PLUNKETT'S
GAP, THE PEAK, 1,500 feet
above Sea-level and 500 yards from Tram
terminus. For Terms, &c.,
Apply to the MANAGER.
Telephone No. 56.

741

CHEE WING, 致
28 & 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALER IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS

Hongkong, May 29, 1900.

1227

AMOY.

FOR SALE, as a going concern, the
AMOY HOTEL. Well Furnished
throughout.

Apply by Letter to 'HOTEL'
Care of 'CHINA MAIL' Office.

EYE-SIGHT.

NOTICE.

I AM continuing my sight-testing Rooms
at W. BREWER & Co.,
which during my absence will be in CHARGE
of Mr McIvor, Member Ph. Socy.

A Register of all GLASSES supplied to
my constituents in Far East is kept
here and my kind of ordinary or special
lenses can be obtained.

REPAIRS A SPECIALTY.

1188 N. LAZARUS.

KANG LEE & Co.

Jewellers, Gold and Silver

Smiths, Watch-makers,

DEALERS IN

SILK and IVORY WARE, CHINESE

and JAPANESE CURIOS,

Etc., Etc., Etc.

An exceptionally fine Stock of the latest

Goods always on Hand.

PRICES VERY MODERATE.

A special is respectfully solicited.

36, QUEEN'S ROAD CENTRAL.

(Formerly occupied by the Hongkong Club),

Hongkong, January 1, 1900.

3

KANG ON,

CONTRACTOR,

30, D'AGUILAR STREET, HONGKONG.

CONTRACTS for Local and Coast Port

BUILDINGS of all descriptions, Supplying

TINNERS, BLACKSMITHS, and all

BUILDING MATERIALS at very MODERATE

PRICES, and undertakes the engagement of

CARPENTERS, STONE and MASON,

Hongkong, August 12, 1899.

1899

SAPIO & STEEL PILLS

A Remedy for all irregularities.

Supplied in Bottles, Apples, &c., &c.

A. S. WATSON & CO., LTD., HONGKONG.

Physician

MARTIN, Curist, SOUTHAMPTON, ENGLAND.

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MEMOS. FOR TO-MORROW.

Shipping.

Noon.—C. P. R. Co.'s steamer *Empress of India* leaves for Vancouver (B.C.), &c.

Auctions.

11 a.m.—Auction of Surplus Stores, &c., at Central Police Station.

Meeting.

5 p.m.—Meeting of Proposed New Rifle Corps, in the St. Andrew's Hall.

General Memoranda.

THURSDAY, June 28.—Goods per *Vulture* not cleared at 4 p.m. subject to rent.

SATURDAY, June 30.—Goods per *Vulture* not cleared before noon subject to rent.

MONDAY, July 3.—3 p.m.—Auction of Crown Land situated at Shaikiu.

3.15 p.m.—Auction of Crown Land situated at Peak Road.

TUESDAY, July 4.—11.30 a.m.—Auction of Valuable Leasehold Property, known as Nos. 8 and 15, Upper Lascar Row, by Messrs. Hughes and Hough.

SATURDAY, July 7.—12.15 p.m.—Meeting of Shareholders of the Hongkong Electric Co., Ltd., at the Company's Offices, No. 4, Queen's Building.

Interest Dividend of 4% of \$1.50 per Share, of the Wharfage Warehouse and Storage Co., Ltd., payable.

WEDNESDAY, July 4.—11 a.m.—Auction of Valuable Furniture, at the Mount Richmond, by Messrs. Hughes and Hough.

Exchange.

HONGKONG, June 26, 1900.

On London—	
Bank, Wire,	1/11.
On demand,	1/11.
30 days' sight,	1/11.
4 months' sight,	1/11.
Credit, 4	2/0.
Documentary, 3 months' sight,	2/0.
On Paris—	
On demand,	2/48.
Credit, 4 months' sight,	2/53.
On Berlin—Demand,	2/02.
On New York—	
On demand,	48.
Credit, 60 days' sight,	49.
On London—	
Wire,	1/47.
On demand,	1/48.
On Calcutta—	
Wire,	1/75.
On demand,	1/81.
On Singapore—	
On demand,	1/8 pm.
On Manila—	
On demand,	2/4 pm.
On Shanghai—	
On demand,	71.
30 days' sight (private paper)	72.
On Yokohama—	
On demand,	31/2.
Gold-Lad, 100 fine (per troy)	\$32.50.
Sovereign (Bank's buying rate)	\$10.01.
Silver (per oz.)	81/2.



A. S. WATSON & CO., LIMITED.

Established A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

For 1000 Cases	
B.—VINTAGE, superior quality, Red Capsule \$14.40	
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule 16.20	
D.—VERY FINE OLD VINTAGE, extra superior. Violet Capsule 20.10	
E.—One of the Finest VINTAGES in the Market. Gold Capsule 30.00	

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample, bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED. Queen's Road Central.

BIRTHS.

At 30, Seward Road, Shanghai, on the 20th instant, the Wife of ROWLAND R. WADE, I. M. Chatton, of a Son.

At 28, Seward Road, Shanghai, on the 18th instant, the Wife of David Traub, of a Daughter.

At 51, Ridge Range Road, Shanghai, on the 19th June, the Wife of J. Trevor Sutin, British and Foreign Bible Society, of a Son.

The publication of this issue commenced at 5.00 p.m.

The China Mail.

HONGKONG, TUESDAY, JUNE 26, 1900.

Editorial Comment.

The question of a European Reservation on the Kowloon Peninsula is of urgent im-

portance, portance and cannot be shelved by the necessary rejection of the scheme laid before the Sanitary Board. A resolution carried by a majority of four-to-three with three abstentions is very weak as an authoritative expression of opinion, and indeed the proposal in the form in which it was brought forward is manifestly designed to be the business centre of the community cannot

possibly be a reservation. More than it is, it will cease in a few years to be residential and will have to be covered by godowns, stores and blocks of offices. A

grave objection is the interference with the

much-maligned rights of property. In

common justice the Government cannot sell

a man a building lot and a few years later

dictate to him in which he is to use it, except under circumstances in which the public interests are far greater than in the present case. The action proposed

has been already largely bought up by men

who foresaw the coming extension of the

trade and importance of the places

and who cannot afford to waste it in

villeins built upon half-acre lots, and these

purchasers are entitled to a speculative

return for a speculative investment.

At the same time a European Reservation

is an absolutely necessary provision.

The Peak will soon be over-built in spite of the

opening up of new sites by covering the

Hill District with a network of roads, and

in the Peak and Kowloon we have the only

places where Europeans can live a healthy

tropical life. Nothing is clearer in the

matter than that, on this side, residence is

impossible in the city limits below the

Cambridge level due to the pressure of the

recent remarkable and still continuing ex-

ten-sion along Kennedy, MacDonnell and

Bowen Roads. On the other side the Chi-

nese are crowding European out of Tsim-

shatsui and the infestation is destined at

no distant date to force a demand for

office and commercial accommodation. It

is then the duty of the Government to

mark out a sufficient reservation on land

that it owns or can acquire beyond this

part. The Sanitary Board contains experts

who can easily select portions which as to

water supply, freedom from malaria and

exposure to wholesome breezes will meet

the requirements of the case and the only

objection that can be raised will be that of

means of communication. This is a bug-

bear that terrifies no intelligent mind. If

roads, trams or ferries are required they

will be made and the impossibility of to-

day is the familiar and common place

achievement of to-morrow. It is vain to

talk of anything of this kind as impractic-

able. If a thing has to be done it will be

done and 'impossible' only means a little

better than usual. A reservation, healthy,

open and accessible is an absolute neces-

sity. The portion at present proposed is

forbidden by justice and a fair conception

of the future needs of the colony. The

question is a pressing one and we have a

right to look to the Sanitary Board and the

Government to see no time in modifying

and advancing the proposals for its imme-

diate accomplishment.

Chinese Domestic.

A Matron writes to a home paper:

Has the idea of importing Chinese as

domestic servants never crossed your

mind? Can't we

have a

Chinese

as a

Chinese

THE TAKU FORTS BOMBARDMENT.

Details of the Fighting.

A very full and graphic description of the state of affairs at Tientsin, as seen by Mrs. James Jones, of Shanghai, (who returned from the North on 20th), is furnished to two of our North American contemporaries. Mrs. Jones was able, too, to tell more of the scenes connected with the taking of the Taku Forts than has hitherto been known, and the following has very great interest:

OVER THIRTY WARSHIPS.

Having just returned from a flying visit up north I send you a short account of it, as far as possible interest you. I left Shanghai in the 5th, Tuesday 12th instant, for Tientsin on Wednesday, returning to wires received there were very unpleasant owing to the Boxers. After passing through a fleet of about 30 warships outside the Taku Bar, which made a splendid show, we finally reached Taku on Friday in time to catch the last train leaving at 5 p.m.

EVERYTHING ON FIRE.

On arriving at our destination (7:30 p.m. one hour late) we were very much surprised to find the station still crowded with sailors and marines, all fully armed and mostly Russians, some being well mounted on horses brought over from Port Arthur. On proceeding on our way the same night met us, marines and sailors of all nationalities on guard everywhere, and quite prepared for a sudden attack. At the house where I was to stay I found that the place was apparently in their possession, about 50 Russians being put up in the gaudios adjoining the premises, whilst two of the officers occupied room in the house. After having dined, a party of us escorted by a naval officer, took a walk before retiring to rest—and then we saw what presented itself when taken for our safety. In every few yards we were challenged by a sentry. There was nothing Chinese to be seen about, and the whole place seemed still, and deserted and very unlike Tientsin, especially the Taku Road, which is as rule I believe one constant flow of traffic. "Just as we were returning we heard seven shots fired in rapid succession, but feeling quite safe with so many protectors near we returned to rest. Not, as it happened, for long. At about midnight an officer came with the news that the whole of the Chinese city was in flames, and the Boxers were advancing and were actually fighting at the Tientsin Railway station, which place they had also attempted to fire. We were told to get up and dress, so to be in readiness to rush off to the Hall on the alarm being sounded.

TO THE GARDEN FOR SAFETY.

The fire was a tremendous blaze and a really great sight. It is reported that the city was fired in fourteen different places, and if the wind had been in the other direction Tientsin would have stood but a poor chance. When ready, we started having sounded, but the fire was out in case of the buildings being fired. Ten men were left to defend and the rest went off with the intention to meet the Boxers. It was about three o'clock when we were off—told we might safely retire again, as all was quiet, the Boxers having been driven off. We heard about 60 or 70 had been killed, but the number is uncertain. The firing had been very frequent since about 11 p.m. and that and the barking and howling of dogs round gave one an uneasy feeling, so that we did not retire but just lay down as we were.

A HOME FOR SAFETY.

It was fortunate we did so, as at 4 a.m. we were hurriedly called up and informed that the Boxers were close upon us, advancing towards the back of our dwelling, and we were to go off at once to the Town Hall. As you can imagine in a very short space of time we were on our way there. The men children were taken out of bed and hurriedly put into thick coats and shoes, and off we rushed to the Town Hall, where we found others similarly attired. It was a truly pitiful sight, there were so many little ones, some only a month old, and although they were a few feet tall and most of them were a few weeks old, white faces were there, no one of the servants have run away, some were not, one being left in the house. We remained at the Hall until about 7:30 a.m., not knowing quite what was happening or had happened during the time we had been there. Of course all sorts of rumors were going round which did not tend to improve matters. At last word came that it was safe to return to our houses. The Boxers had withdrawn but would return that night, and they expected to have a big fight. All the women and children were strongly advised to leave, but then the difficulty arose of how to get away. The lines had been tampered with and the twines were not running. The damage to the houses, however, was evidently not so bad as expected, as it was quickly repaired, at 2 p.m. as fast as could get away from Taku, and the firing going on about 10 a.m. on a train arrived, also with a number of Boxers and children, and made for the various ships in port.

THE FIGHTING AT THE FORTS.

Even here our troubles were not at an end. We seemed to have fallen "out of the frying pan into the fire," for soon after getting on board we heard there was a probability of the Taku Forts being taken that night. It appears that the naval captains had called on the General of the forts, taking Mr. Johnstone, a good Chinese scholar, as interpreter, and informed him that unless they surrendered by 12 o'clock that night, they intended to bombard the forts at 2 a.m. It having transpired that thousands of soldiers were entering them and also laying mines across the channel during the day. In consequence of this the residents of Taku received orders at 6 p.m. to leave within an hour's time and take refuge on board U.S.S. *Monocacy*, lying at the mid-way wharf. About 1 a.m. the Chinese opened fire, the first shot passing harmlessly through the *Argo's* rigging. From this time on, about 6 a.m., we are told, the bombardment, the roar of the guns being almost deafening. The first fort taken was the north, by, we presume, the Japanese, as that was the first we saw hoisted, followed shortly after by the British on the Outer North fort.

IS THE TIDE ON HIGH?

After getting these four thousand of men ashore towards the middle of the river and soon after the German and Russian flags went up on the South Fort. Shortly after daylight we saw four torpedo boats being towed in stern first by the *Whiting* and *Flame*, flying the British flag. During the time of bombardment the ships at

Taku were right in the line of fire and had anything but a pleasant time, the shells whistling above and around us in all directions, and the marvel is that the *Monocacy* was the only one struck, receiving a shot right through her bows. The *Argo*, lying at Jardine's, was taking the risk of staying in the fort, but was attacked by a party of Chinese who were holding out, but the return fire drove the *Argo* eventually down the river. These were taken from the fort, including also a crystal cap button and red tassel, that were lying near one of the dead.

The C.M.S. *Yunching*, during the early part of the fight, found that the big projectiles fell impetuously near her, and her captain thought it wise to shift his moorings and get away.

THE SINKING.

About 10 a.m., when all was quiet, some of the officers of our ship went off to explore Mr. Conley going to the North Fort, Mr. Jardine to the South, and Mr. Miller to Taku, to see how the foreign residences had fared. On their return they had most gaudy tales to relate. The fort was a mass of ruins, rivers of blood, with headless and armless bodies everywhere, which the blue-jackets were gathering together and cremating in heaps.

A CHINESE EXODUS.

Several of the houses at Taku were completely wrecked and nearly all had suffered in some way. As soon as it was daylight we saw in the distance a black mass of Chinese hurrying from the Forts and the villages round about. It is feared that will make for Tientsin and join the Boxers. As we passed down the River on our return we noticed the Russian flag was flying at the Imperial Dock at Taku, also on a destroyer lying in the Dock. We do not know how many Chinese were killed, but near Tientsin, Railway Station, we saw some corpses lying round, the result of Friday night, a night none of us are likely to forget. Among the many the casualties were:

KILLED AND WOUNDED.

British—*Argo*—1 officer killed, 1 officer badly wounded, 3 men killed.

German—*Flame*—one officer badly wounded, 10 men killed through explosion of a shell.

Russian—*Korets*—two officers badly wounded; eight men killed; twelve men wounded.

Russian—*Argo*—one officer wounded; eight men killed; ten men badly wounded; seventy men burnt through explosion in powder room.

French—*Lion*—one officer killed; one man wounded.

ENGLISH AT HALF-MAST.

On passing through the Fleet outside the Taku Bar on our return it made us all very sad to see the flags on every ship half-mast. It brought before us the horrors of the previous night, and made us think not only of the poor fellows who lost their lives but also of the unfortunate ones left in Tientsin. The difficulty there is getting away, as it is impossible to leave on either boat or train with a guard. A few residents did start down to guard the line to Taku on which Chinese troops were reported marching. Everything is dislocated here, the wires cut, and the mail service off.

STEAMERS PASSED SUEZ CANAL (SUZED THRU RECENT).

OUTWARD—*Perseid*, May 15; *Benito*, May 15; *Norman Ida*, 15; *Vindobona*, *Sabrina*, 15; *Traveller*, 22; *Chitayang*, 23; *Arizona*, *Ducal*.

29; *Bevelyn*, *Mertonshire*, *Sarpedon*, June 1; *Asia*, *Malvina*, *Hobartia*, 5; *Kongpung*, *Blue*, *Calchas*, *Perthoria*, 5; *Ferdinand*, 8; *Arab*, *Elton*, *Clu*, *Marie Valerie*, *Courie*, *Milda*, 15; *Anna*, *Glenart*, *Kong Albert*, *Tembat*, 21; *Sorbit*, *Rhen*, 22.

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THE CHINA MAIL.

Shipping.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship "MING MARU," Captain I. Sato, will be despatched for the above Ports on WEDNESDAY, the 27th June, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 13, 1900.

1397

Shipping.

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA.

DIAMANTS.

Captain A. RAMAY, will be despatched as above on WEDNESDAY, the 27th Inst., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 21, 1900.

1387

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship "KAIFONG."

Captain P. H. ROSE, will be despatched for the above Ports on WEDNESDAY, the 27th Inst., at 5 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin-screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 25, 1900.

1390

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIROGO AND YOKOHAMA.

THE Imperial German Mail Steamship "STUTTGART."

of the Norddeutsche Lloyd, Captain D. Gross, will be despatched for the outward German Mail about the 27th Inst., will leave for the above Ports about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars apply to MELCHERS & Co., Agents.

Hongkong, June 23, 1900.

1395

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo of LONDON Rates).

THE Company's Steamship "ULYSSES,"

Captain Brown, will be despatched above on THURSDAY, the 28th Inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 18, 1900.

1370

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Company's Steamship "CHINGTU."

Captain WILLIAMS, will be despatched on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber insures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 10, 1900.

1365

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "MENELEAS,"

Captain TOWELL, will be despatched above on TUESDAY, the 10th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 4, 1900.

1271

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "CHINGTU,"

will be despatched for the above Port on or about the 6th July, and the S. S. SIKH on or about the 13th July.

They will be followed by the Steamship AFGHANISTAN.

For Freight, apply to DODWELL & Co., Agents.

Hongkong, June 11, 1900.

1240

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "STENOR,"

Captain JAGGARD, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 14, 1900.

1342

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "CHINGTU,"

will be despatched for the above Port on or about the 10th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 1, 1900.

1253

FOR NEW YORK.

THE S. S. I. L. American Ship "L. SCHIEPP."

Captain KENDALL, is now loading and will be despatched at the end of July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 23, 1900.

1307

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "STENOR,"

Captain JAGGARD, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 14, 1900.

1342

RIGAUD'S KANANGA WATER OF JAPAN (REGISTERED).

The most delightfully refreshing Water. It renders the skin firm, relieves most quito bites and imparts a delicate fragrance and feeling of composure.

RIGAUD'S CHOICE NEW EXTRACTS RECOMMENDED.

KANANGA LOUIS XV GRACIOSA IRIS BLANC.

ASCARNO LUCREZIA IRIS AMBRE.

LILAS DE PERSE BEAU DESPAGNE YLANG YLANG.

BOUQUET D'EELSEY WHITE VIOLETS.

BOUQUET ROYAL WHITE HELIOTROPE.

ROSINE LILY OF THE VALLEY.

RIGAUD & C. PARFUMERS PARIS.

For Sales by A. E. WARD & Co., Agents.

1251

Shipping.

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA.

DIAMANTS.

Captain A. RAMAY, will be despatched as above on WEDNESDAY, the 27th Inst., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, June 13, 1900.

1397

Mails.

STEAM FOR

STRAS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, BLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

For Freight or Passage, apply to JARDINE, MATTHESON & Co., General Managers.

Hongkong, June 21, 1900.

1387

THE Steamship "BENGAL," Captain S. BACHMAN, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 7th July, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed to Bombay with Steamer.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 23, 1900.

978

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKAN LINE.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:

FOR STEAMSHIP. CAPTAIN. DATE.

MARSEILLES & LONDON. Messrs. R. T. L. COOK, R.N.R. About 20th June.

SHANGHAI. Mails. F. J. COLE. About 6th July.

LONDON, &c. E. BACHMAN. Noon, 7th July.

Mails.

STEAM FOR

YOKOHAMA, VIA NAKA & KOBE. C. H. S. TOOCHE, R.N.R. About 7th July.

* See Special Advertisement, & Passing through the Island Sea. For Freight only.

For Freight or Passage, and further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 23, 1900.

979

CANADIAN PACIFIC RAILWAY COMPANY ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. Wednesday, 27th June/1900

EMPEROR OF JAPAN...Comdr. G. A. LEWIS, R.N.R. Wednesday, 18th July/1900.

EMPEROR OF CHINA...Comdr. R. ARTHURALD, R.N.R. Wednesday, 28th Aug/1900.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous LAND SEA OF JAPAN, and actually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE IN 100 DAYS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company has received the highest award for service at recent Chicago, World's Exposition) and the magnificence of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railways pass.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEPPER STREET.

Hongkong, June 7, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co.

FOR PORTLAND, OREGON IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamers.

Sailing Dates.

Steamer. Tons Captain Proposed Sailing.

Gleneagle... 2370 W. Frakes July 3. 1900.